



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Douglas M. Duncan
County Executive

MEMORANDUM

September 8, 1995

TO: James Taylor, Chief, Subdivision Development Section MCDOT

FROM: Joseph Y. Cheung, Senior Engineer
Permitting and Plan Review Section

SUBJECT: Waivers of Open Section Roadways in Clarksburg Town Center
Preliminary Plan #1-95042

DEP has no objections to a waiver of the open section roadway requirement for the Clarksburg Town Center project. We feel the extraordinary combination of management practices placed on this project by DEP will more than offset any loss of environmental benefit associated with the use of closed section roadways.

RIG:enm:CLMENO2

cc: SM File # 1-95042



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Principal in Charge
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Project Designer/Manager
Steve Gang, ASLA
Daniel Ashtary, RA
Stacie Hahn
Design Team

FAX TRANSMITTAL

DATE: 9.7.95

TO: MR. RICHARD GEE

FAX NUMBER: 301 217-6318

FROM: MIGUEL RAOLA

PROJECT: CLARKSBURG TOWN CENTER

PROJECT NO. 19692.04

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(including cover sheet)

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September 7, 1995

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Mr. Richard Gee
Water Resources Analyst
Department of Environmental Protection
Division of Water Resources Management
250 Hungerford Drive, 2nd Floor
Rockville, Maryland 20850-4159

Re: Clarksburg Town Center
Project Plan # 9-94004
Preliminary Plan # 1-95042
Waivers of MCDOT Roadway Standards and Closed Section Streets

Dear Richard:

Per our phone conversation, enclosed please find a copy of the original roadway waiver request to Mr. James Taylor at MCDEP dated March 13, 1995 as well as a follow-up letter from Mr. Taylor to Mr. Marc Mezzanotte at Loiederman Associates.

As requested by Mr. Taylor, please submit a letter in support of allowing closed section streets in the environmentally sensitive watershed.

Should you have any questions or comments regarding this letter, please call. Thank you for your cooperation in this regard.

Sincerely,

Miquen Vabla, ASLA
Associate

Enclosures.

cc: Mr. Steve Klebanoff/ PLCLA
Mr. Marc Montgomery/ PLCLA
Mr. Marc Mezzanotte/ LAI
Mr. Steve Gangy CHK



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March 13, 1995

1300 Spring Street

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Mr. James A. Taylor, P.E., P.L.S.
Chief, Subdivision Development Section
Department of Transportation
Executive Office Building, 9th Floor
101 Monroe Street
Rockville, Maryland 20850

Re: Clarksburg Town Center
Project Plan # 9-94004
Preliminary Plan # 1-95042
Waivers of MCDOT Roadway Standards and Closed Section Streets

Dear Mr. Taylor:

In order to conform to the vision of the adopted Clarksburg Master Plan and in response to the comments prepared by Mr. Gregory Leck on January 29, 1995, we are pleased to submit this waiver request and justification related to transportation issues on the Clarksburg Town Center project. This waiver request is in keeping with the traditional town planning approach proposed in the Master Plan for the Clarksburg Town Center. We offer the following summary of our proposed modifications and their justification:

1. We request a waiver for the use of closed section roadways within the proposed Town Center. We recognize that the Town Center is located within a Class IV watershed; however, given the high residential densities and retail/commercial components outlined in the adopted Clarksburg Master plan, we feel the use of open section roads is not feasible. The Master Plan transportation-related guidelines for regulatory review states:

"Closed Section: Neighborhood streets should have a closed section with curb, gutters, and enclosed storm drainage systems to allow for sidewalks on both sides of the streets within the public right-of-way. Open section streets with sidewalks and landscaping should be considered in low density areas." [Clarksburg Master Plan and Hyattstown Special Study Area p. 211].

The Clarksburg Town Center is located within a designated Special Protection Area (SPA); the roadways, as well as all other site areas, are subject to the most stringent water quality standards in Montgomery County.



Mr. James Taylor

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In order to meet the stringent standards for closed sections, water quality treatment will be provided for the first one inch (1") of run-off from all roadways, rather than the "first flush half inch" which is commonly acceptable. On the western side of the tributary that bisects the site, sand filters will be used to treat roadway drainage. For the most part, the first inch of rooftop and parking lot run-off will not be combined with street flows, but will instead receive water quality treatment by separate means. The proposed sand filters will be underdrained and their surfaces will be vegetated to further enhance water quality. Run-off will be delivered to these facilities by standard flow splitters incorporated into the storm drain system. Unlike most facilities of this kind, which are usually designed to stand alone, these sand filters will also offer redundancy of treatment. Flows which exceed the treatment capacity of a particular filter will be channeled back into the storm drain system and, in most cases, will be split off again for treatment at a subsequent filtering facility. In this way, virtually all street run-off will receive two or three treatment opportunities prior to final discharge into the forebay of the quality control facility. Because thermal impact to the receiving stream is an important concern within the SPA, no extended detention will be provided at any of the quality control facilities.

The above description also applies to the eastern residential side of the project, although development and drainage patterns there tend to limit the degree of redundancy and separation of treatment that can be achieved. Nonetheless, all water quality measures within this area will still provide twice the generally accepted treatment volume. In addition to sand filters, quality treatment for a portion of the east side road system will be provided in a wet pond with pretreatment forebays, also sized for one inch of run-off from impervious areas. This pond will provide quantity as well as quality control and will employ a cool water release system to mitigate thermal impacts for storms up to and including the 2 year design event.

When viewed in its entirety, the extraordinary combination of management practices proposed for this site—namely the size, variety and redundancy of the water quality systems—will more than offset any loss of environmental benefit associated with the use of closed section roadways.

The following table, which summarizes all of the BMPS proposed for the Clarksburg Town Center highlights those which will be used to enhance the water quality of run-off from the road network.

<u>BMP</u>	<u>SPA</u>	<u>ROADS</u>
Bioretention areas	X	
Green Alley System	X	
Clean Water and Rooftop Recharge	X	
Sand Filters	X	X
Wet Pond	X	
Coolwater Discharge	X	X
Double Treatment Volume	X	X
Redundancy	X	X



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2. We request the following modifications to the currently adopted MCDOT roadway standards. In general, these modifications will encourage on-street parking and minimize the need for additional off-street parking lots. The addition of on-street parking to one or two sides of the street creates a buffer between the street and the pedestrian while encouraging slower traffic. The Master Plan states:

"On-Street Parking: Parallel, on-street parking will be encouraged along neighborhood streets to reduce the size of off-street parking facilities."
[Clarksburg Master Plan and Hyattstown Special Study Area p. 211].

The reduction in the street tree planting area will allow the tree planting to occur closer to the curb and provide an effective canopy and stronger street image typical of traditional towns. We would also request the use of ornamental street lights and special paving within the street section and some of the sidewalks within the right-of-way. The exact spacing and species of trees will be determined during the site plan review process.

These modifications have been revised since the original submission and are illustrated in the enclosed drawings.

- a. **Type A Residential Street (60' R.O.W.)**
Modified MCDOT Standard 110.21 - Secondary Residential Road
The proposed modifications include widening the pavement section from 26' to 36' allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 6'.
- b. **Type B Residential Street (50' R.O.W.)**
Modified MCDOT Standard 110.13 - Tertiary Residential Road
The proposed modifications include widening the pavement section from 26' to 28' allowing for two drive lanes and one on-street parking lane. Another 4' sidewalk would be added and the street tree planting area would be decreased from 12' to 7'.
- c. **Type C Greenway Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include allowing for two drive lanes and two on-street parking lanes, increasing the sidewalk width from 4' to 6' on the Town Center side, increasing the sidewalk width from 4' to 8' pathway on the greenway side, and decreasing the street tree planting area from 12' to 6'.



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- d. **Type D Greenway Crossing (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include narrowing the paving section from 36' to 26' and decreasing the street tree planting area from 12' to 5'. We also request increasing the slope between the edge of sidewalks to the R.O.W. from 4% maximum to 25% maximum. In addition, this slope will be pitched from the edge of the sidewalk away from the street and towards the stream valley in order to minimize the need for additional grading and thus, reducing the footprint of the crossing as a whole.
- e. **Type E Commercial Street (70' R.O.W. Two-way)**
Modified MCDOT Standard 120.02 - Commercial/Industrial Street
The proposed modifications include narrowing the pavement section from 40' to 36' in order to accommodate two drive lanes with two on-street parking lanes and decreasing the street tree planting area from 12' to 5'. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalks. A tighter street tree spacing and the use of ornamental street lights is also proposed.
- f. **Type F Commercial Street (60' R.O.W. One-way)**
Modified MCDOT Standard 120.01 - Commercial/Industrial Street
The proposed modifications include allowing for one drive lane with two on-street parking lanes and decreasing the street tree planting area from 12' to 5'. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalk. We also propose street tree spacing to be closer and the use of ornamental street lights.
- g. **Type G Residential Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 5'.
- h. **Type H Residential Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include narrowing the pavement section from 36' to 26-28' and decreasing the street tree planting area from 12' to 5'.
- i. **Type I Residential Street (60' R.O.W.)**
Modified MCDOT Standard 110.21 - Secondary Residential Road
The proposed modifications include widening the pavement section from 26' to 36' allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 7'.



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- j. **Type 2 Residential Street (50' R.O.W.)**
Modified MCDOT Standard 110.13 - Tertiary Residential Road
The proposed modifications include widening the pavement section from 26' to 28' allowing for two drive lanes and one on-street parking lane, adding another 4' sidewalk, and decreasing the street tree planting area from 12' to 7'.
 - k. **Type 3 Residential Street (27'-4" R.O.W.)**
Modified MCDOT Standard 110.11 - Modified Tertiary Residential Road
We do not propose physical modifications to this section however we do request the ability to allow a 2-way drive lane and one on-street parking lane.
 - l. **Type 6 Commercial Street (70' R.O.W.)**
Modified MCDOT Standard 120.02- Commercial/Industrial Street
The proposed modifications include widening the pavement section from 40' to two 20' wide drive lanes separated by a 14' wide median allowing for the drive lanes to have one on-street parking lanes on each side. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalks. We also propose a tighter street tree spacing and the use of ornamental street lights.
- 3. We request a waiver to reduce the horizontal roadway center line radii on primary streets, from 300' to 150' minimum. Reduced turning radii will encourage traffic at a slower pace which in turn will create a safer pedestrian environment typical of traditional towns. This street serves as the generator of activity linking the entire site together through a series of public spaces along its route. Main Street begins by connecting to the historic district at Redgrave Place. Here the physical composition of Main Street matches the existing road. Within the site Main Street visually aligns with the Town Square before breaking around the public space. Main Street then connects to the eastern portion of the site passing through the large public greenway before reaching the recreation center. The character of Main Street is much more formal in layout, thus it requires a smaller minimum radius.
 - 4. A waiver is requested to reduce the curb radii at intersections to 15' minimum. The intersection design should be designed to facilitate both vehicular and pedestrian movements. The reduction of the curb radii slows vehicular turning movements and reduces pedestrian crossing distances. With the addition of 8' wide parking lanes, the inside turning movements at intersections will be 23'.
 - 5. We request a waiver to maintain secondary roadway vertical curve criteria along the proposed primary roadway (Type E). This will help in achieving slower traffic speeds along Main Street and will help lower the grading impact along the greenway crossing. The ability to use a secondary street criteria for vertical curves will facilitate a lesser impact by using less fill in the stream valley and the wetlands.



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6. The large amount of parking required by the proposed density of the Clarksburg Town Center will accommodate a number of parking alternatives including the ability to designate parking spaces on public streets. We propose the implementation of a transportation management/sticker program for the town center area.

We have enclosed a set of drawings for your review. They are:

- Framework street sections (2 sheets)
- Optional street sections
- Framework street plan
- Illustrative plan
- Parking framework plan
- Preliminary plan (3 sheets - plan is being revised)
- Conceptual P.U.E. Plan (2 sheets)

The drawings will clarify the intent and vision for the Clarksburg Town Center. We are aware that Montgomery County has a standard waiver request letter; however, due to the complexity of this project, we would require assistance and advice in conforming to that standardized format. We look forward to meeting with you on March 14 to review and to discuss these issues further. Thank you for your cooperation in this regard.

Sincerely,

Stephen G. Gang, ASLA
Director of Planning

Enclosures.

cc: Mr. Steve Klebanoff/ PLCLA
Mr. Marc Montgomery/ PLCLA
Mr. Marc Mazzanotte/ LAJ
Mr. Gregory Leck/ MCDOT Subdivision Review
Mr. Bud Liem/ M-NCPPC Transportation Planning
Mr. John Carter/ M-NCPPC Design, Zoning & Preservation
Mr. Edgar Gonzales/ MCDOT Engineering Services
Mr. Joe Cheung/ MCDEP Water Resources Management
Mr. Steve Fedarline/ M-NCPPC Environmental Planning
Mr. Richard Gee/ MCDEP



DEPARTMENT OF TRANSPORTATION

Douglas M. Duncan
County Executive

July 5, 1995

Mr. Marc Mezzanotte, Associate
Loiederman Associates, Inc.
15200 Shady Grove Road
Suite 202
Rockville, Maryland 20850

RE: Project Plan No. 9-94004
Preliminary Plan No. 1-95042
Clarksburg Town Center

Dear Mr. Mezzanotte:

We are writing in response to your June 26, 1995 letter inquiring about the status of the "Request for Waivers of MCDOT Roadway Standards and Closed Section Streets" for this proposed development. Upon submission of previously requested additional information, we will be able to complete our review of the pending waiver request.

During a March 20, 1995 meeting, Steve Gang and Mark Montgomery briefed Edgar Gonzalez, Darryl Porterfield, Greg Leck, John Carter, and myself on various unique aspects of this proposed subdivision. Considerable time was spent discussing the proposed on- and off-site traffic circulation patterns, the proposed internal public street classifications and their corresponding typical sections, design criteria for the internal public streets, and necessary improvements to the perimeter public roads. At the conclusion of the meeting, it was decided the following information would be necessary to commence our review of the waiver package:


- * projected Average Daily Traffic volumes for the perimeter roads;
- * proposed Phasing Schedule for the entire development;
- * concurrence from the Montgomery County Fire and Rescue Services Department on the pavement widths proposed under these typical sections; and
- * letters from the Montgomery County Planning Board and the Montgomery County Department of Environmental Protection in support of allowing construction of closed section streets within this environmentally sensitive watershed.

Upon submission of this information, we will be able to commence our review of the pending waivers and proposed typical sections.

Mr. Marc Mezzanotte
Project Plan No. 9-94004
Preliminary Plan No. 1-95042
July 5, 1995
page two

Thank you for your cooperation and assistance. If you have any questions or comments regarding this request, please call either Greg Leck, Darryl Porterfield, or myself on 217-2104.

Sincerely,


James A. Taylor, Chief
Subdivision Development Section

cc: Steve Gang, CHK Architects
Marc Montgomery, Clarksburg Town Center Venture
Steve Klebanoff, Clarksburg Town Center Venture
John Carter, M-NCPPC Design, Preservation, & Zoning
Joe Davis, M-NCPPC Development Review
Edgar Gonzalez, MCDOT Engineering Services
Darryl Porterfield, MCDOT Subdivision Development
Greg Leck, MCDOT Subdivision Development